

STEAMER WIMMERA IS SUNK BY MINE OFF NEW ZEALAND

Twenty-nine Lives Are Lost When Vessel Goes To Bottom; Officers Go Down With Ship; More Than Hundred Are Rescued

Less than ten minutes after a German mine was struck and a double explosion followed, the British inter-colonial passenger steamer Wimmera sank off the north coast of New Zealand on the night of June 26, according to the first details received in Honolulu on the night of the tragedy. In which twenty-nine men, women and children lost their lives, and over 100 others suffered unusual hardships before reaching land.

It has been established fully that the ship sunk was the Wimmera, bound from Auckland, New Zealand, Sydney, Australia, with 141 persons aboard, and not the Maheno, a sister ship, which was first reported here as having been sunk by the mine.

British admiralty reports issued in Auckland said the steamer was sunk by "an external explosion." Passengers arriving here from the south say it is generally known that the maritime disaster resulted from the striking of an enemy mine, with which the waters of the Southern Pacific have been strewn.

Details reaching here of the sinking of the Wimmera, and the consequent loss of life, are fully confirmatory of the report that the Germans have carried the war, especially against shipping, into the Pacific again this year.

Waters strewn with mines. From time to time reports have been received and published from the southern British colonies that German raiders had been sighted during the last few months in the South Pacific, a report which a high official of Australia denied to American officials.

Following the raiders reports came the news that mine fields had been discovered in New Zealand waters, in which the mines were of the latest German anchor type.

How these mine fields had been planted has not been established, although it is suspected that "neutral" ships or German ships which have succeeded in passing as neutral ships, as did the raider Sander, when boarded in the North Atlantic by a British officer because of its Norwegian camouflage.

No news of the sinking of the Wimmera was allowed to reach the outside world through the news agencies. New Zealand papers carry accounts of the disaster, but all reference to the cause is confined to the explanation that it was "an external explosion."

Wimmera passengers say that prior to the sinking of the steamer there were two distinct explosions. In two minutes all the lights on the ship were extinguished, but there was no panic among the passengers.

The women and children behaved magnificently. The vessel kept an even keel for about ten minutes and then settled by the stern. Then her bows rose about fifty feet in the air and the vessel plunged, "one of the rescued passengers says."

The Wimmera was struck near the stern, and the social hall was smashed to pieces by the mine explosion. The fact that the vessel kept an even keel, and the wind was toward the land, helped materially to lessen the magnitude of the disaster, it is believed.

Officers Go Down. Other details reaching here are that it was a moonlight night when the ship was sunk, and there was a fair sea. The captain, first officer, chief steward and several others remained on the ship to the last, and apparently went down with her. Four persons were rescued from the sea, including the chief engineer who walked off the deck as the ship sank. One boat was swamped and one was stove in.

The difficulties that arose in persons getting clear of the vessel were principally due to inability to get on deck after the lights went out. One family of eleven and one of seven were all saved. Fourteen stewards and all the stewardesses were missing from the first boats landed, but some of them reached shore in other boats after wards. Most of the stewards who were saved climbed through a skylight to the ship's deck. One of those saved was a Mexican, who was in the steamer tunnel at the time of the explosion.

Trawlers Assisted. The report that timely assistance was rendered by trawlers in the vicinity shows that the waters off the north coast of New Zealand were being searched for mines at the time of the accident.

There were eighty-four persons in the first boats to reach the New Zealand coastline, all of whom were clad in night attire and without footwear of any kind. They then had to walk and crawl over eight miles of rough hill country to reach the home of a sheepfarmer, where they were given every assistance possible by the farmers and the Maori in the vicinity. After their arrival at the sheep station the ship's assistant purser, accompanied by a Maori, rode seventeen miles to telegraph the news of the sinking of the Wimmera. All those reaching the sheep station were well after their harrowing experience, but very foot sore and tired.

Food and clothing were secured for the eighty-five survivors. Fifteen of whom were women, and sixteen children, from the naval trawlers and res-

idents of the Parengarenga district, when their distress was learned.

Twenty-nine Thought Lost. Other boats afterward reached the Zealand shore which cut the list of those missing down from fifty-six to twenty-nine, which was believed the exact number who lost their lives, when the last mail was despatched here from Auckland.

The Wimmera, which was owned by the Huddell-Parker Company, was a steel steamer of 3021 tons gross, and was built at Greenock, on the Clyde, in 1904. Her dimensions were: Length, 335.2 feet; breadth, 43.2 feet; depth, 20.6 feet. She was well known on the New Zealand Coast, having been in the Sydney Wellington and Sydney Auckland Dunedin trade for a number of years. She entered the latter trade eighteen months ago, when the Victoria was sold. Since then she has been the only steamer in that trade carrying passengers. The Wimmera was a smart boat for her type and was capable of steaming 15 1/2 knots.

W. S. S.

Local Firms Bilked By Deadbeats, Trades Board Told

Men Who Have Left Sorrowing Creditors In Mainland Cities Have No Difficulty In Getting Credit With Honolulu Merchants

Serious attention was directed yesterday at a meeting of the Board of Retail Trades to several flagrant recent instances of bankrupts in Honolulu who had taken advantage of local merchants in running up bills all over the city, on grocers, shoe stores and garages, while having heavy unpaid bills piled up in various mainland cities.

In a report to the board by Ed. Towse, who is head of a special committee to follow and report on all bankruptcy cases in the local courts, it was shown that two cases indicated a total disregard of ethics in commerce with obtaining credit, and that little or no attempt had been made by the men to liquidate their obligations, although at least one was receiving a large monthly salary.

In one case the liabilities of the bankrupt were scheduled at nine thousand dollars, of which about a thousand dollars was contracted locally. The remainder was divided up into debts contracted before arrival here in Seattle, Portland, San Francisco, Los Angeles and in other cities where the bankrupt had started in business and failed, and owed for both labor and materials.

The local bills included small items with shoe dealers, flower shops, auto supply firms, grocers and clothing.

Another instance was a scheduled debt amounting to nearly \$2000, of which \$1200 was included in the schedule before the man came to Honolulu a few years ago. The schedule read by Mr. Towse showed the man had an auto garage in the city, had escaped him in running up bills for gasoline and auto supplies, and even flower dealers were caught.

"If our merchants were not so slow in extending credit to new arrivals, after they had associated through the local mercantile reference agency just how these men stand in the cities they came from," said Mr. Towse, "we would have a less number of such instances."

On the other hand he reported the bankruptcy of a local Chinese merchant, well known here for the past quarter of a century, who was thoroughly honest with his creditors, but who had unfortunately been deceived by his own employees, which had almost every "chink" in town. He said the stock of these notes was a tall one and the Chinaman was an unfortunate and much respected, but he was now practically broke.

W. S. S.

GRAND JURY MAY TAKE UP CASE AGAINST HANTA

One of the cases to be taken up at today's session of the grand jury is that of M. Hanta, Japanese chauffeur, who is held by the police to be responsible for the killing of Samuel R. Cuthbert, who met his death about two weeks ago under the wheel of a motor truck near Kaneohe. After Hanta was bound over to the grand jury at a preliminary hearing before Police Judge Lightfoot his bond was fixed at \$2500 by Circuit Judge William H. Bennett.

W. S. S.

HAS NO LEFTHANDER

For the first time in several seasons the Doe Matines Western League club does not have a left-handed pitcher on its staff. Its only northward-bound Gus Gunkel, from Mount Olive, Illinois, was released recently.

HUNS WILL BLOW UP HIS BELIEF OF NAVAL LIEUTENANT

Officer Visiting Hawaii Says Germans Have No More Hope of Victory

Because of what he saw of the German prisoners during a visit to Finner, Lieut. Alfred A. Sanson, junior grade naval officer now in the Islands, who has been promoted for gallantry in action during a fight between a Hun prince and the United States destroyer Lawrence in the English Channel, believes the war is not to last as long as most persons suppose.

Lieutenant Sanson twice has been on ships which have been torpedoed, but one of the things which he objects to is being called a hero. He says he has done no more than thousands of other good Americans, although he wears two gold stripes on his right sleeve, has been promoted for gallantry under fire and has been blown up by torpedoes in two great times.

According to the Hilo Post Herald, Lieutenant Sanson expects soon to get back into the "war game," and is glad of it, although he says he is mighty glad to experience a peaceful voyage to the Isles of Peace, which was such a contrast to what he has experienced in the war zones and at the West Front in France.

Huns Will Blow Up

Just before his promotion to his present rank, Lieutenant Sanson, while at a French port, secured leave for ten days with his naval officers and made a trip to Paris and from there secured a pass from General Foch, as a great favor, by which they were enabled to visit the second line trenches before Verdun.

Speaking of this trip, Lieutenant Sanson says he is convinced that the war will not last so long as most people think.

"Some of these days the whole German nation will blow up," and the lieutenant makes expressive gesture. "Just like that," the prisoner said, "I told us that now that the American people have entered the war the German people have no more hope of a decisive victory. It was while I was at Verdun that I saw the prisoners brought in. Hardly any of them in the first batch were under sixty years old, while in the second batch I saw they were mostly boys. I should judge, as young as fourteen or fifteen years. They all seemed played out and almost famished and ate the bread the French soldiers divided with them like animals. The French soldiers gave their prisoners to eat from their own rations, but in Germany the Germans deliberately starve their prisoners."

"I wish I could describe Verdun and the surrounding country. Everywhere I saw the wreck and ruin of war. The ground in every direction was pitted and plowed by shell fire until it seemed that there was not a single square inch which has escaped being torn up. The principle of the French barrage fire seems to be that the French 75s are pointed back at the German lines and the 40s in front, then the 75s are lowered and the barrage brought in, and the 40s raised, the barrage extended until the two barrages of exploding steel meet. The result is that everything between is practically destroyed. And all the time the French soldiers are advancing back of their barrage until they take possession of the wreck of the former German trenches."

Destruction Fearful

"You cannot picture the scenes of destruction all along behind the front trenches. Lieutenant Sanson described a little canal which was heaped full of the remains of exploded shells and the debris of battle. It is a common sight to see a steel helmet still strapped to a skull, or a white bone of a foot sticking out of a smoldering shoe. In fact the signs of destruction and death are so common one soon comes to take no notice of them at all.

Speaking of his exciting experience on board the steamers in the war zone, Lieutenant Sanson acknowledged that he had twice been blown up by submarines, and once spent part of the night with the survivors of his ship floating in the icy waters of the North Sea upheld by a life-preserver.

Sunk By U-boat

"The first time I was sunk by a submarine was while on a supply ship in French waters. We were in the scope of the submarine and tried our best to zig zag away, but she caught us in the stern with a torpedo and we were forced to take to the boats. In this attack no lives were lost, but it was a different second time."

"This time we did not see the submarine and the torpedo struck us while I was on watch, about 2 o'clock in the morning. The explosion was so frightful that it killed about two-thirds of the crew and the stern of the ship broke off and sank. There was only one thing to do and that was to throw ourselves into the sea and try to get away from the sinking hull. We did this and our commander called for us to stick together and assist each other. We all had our lifeboats on for us even when they were in the danger zone."

Floated for Hours

"We floated around in that icy water until 8 o'clock the next morning when we were rescued by a British tender and carried to an English port. You can bet I was glad of a rest after that experience."

After this English Sanson was assigned to the Destroyer Lawrence and it was while serving under Admiral Sims that he received his wound and his promotion. Lieutenant Sanson says very little about the fight in which he was wounded, other than to say the submarine was cut in two but tells some interesting stories about the hardships of the "haves" on board the destroyers, especially in winter, when, more than once he had to be pulled away from the deck, to which he had

SOUTH AMERICA TO BE SUPPLY SOURCE

World Must Look South For Beef and Mutton As Other Stocks Are Depleted

WASHINGTON, July 11.—(Associated Press.)—With the population of the world increasing faster than the growth in the meat supply, government experts forecast a serious problem to be solved in the not far distant future.

The situation in the United States has reached an interesting stage. With the loss of the last year, the population has increased about 18 percent while the herds of the nation which brought the meat industry to its present high development have declined 20 percent. In Europe the condition is even more serious because of depletion due to the war. Australia and New Zealand continue to produce great quantities of meat, but the distance to the congested centers of population adds much to the cost of shipping. South America's vast fields and splendid herds, therefore, are being looked to as the source of supply, now as well as after the war.

Argentina Is Leader

Argentina is today the most important beef producing country in the world, according to a review of meat production in South America by the Latin-American division of the bureau of foreign and domestic commerce.

Argentina is becoming a center of the industry of refrigeration. The country is producing a large amount of beef, mutton and lamb produced in 1916, Argentina produced 436,405 tons, New Zealand and Australia 292,176 tons, the United States 80,522 tons, Uruguay 41,895 tons, Brazil 33,571 tons, Canada 21,771 tons and other countries the remainder.

Refrigeration Opens Way

Development of cattle breeding in South America has been a direct result of the discovery of refrigeration. Until the practice of freezing meat had been introduced, South American commerce in meat was negligible, being confined to the shipment of low grade smoked or salted beef, for which there was little sale.

When American and British capital established plants in Argentina and Uruguay, and later in other countries, the freezing of meat was introduced. It was found that it could be shipped fresh across the ocean, commanding high prices and being in great demand, native ranchmen began to improve their stock by the introduction of thoroughbreds.

As a result, millionaire ranchmen in Argentina and Uruguay are almost as plentiful as millionaire oil men in Oklahoma. Frozen meat is being exported extensively to the United States, the flow of gold in the world's commerce has been showing an increasing trend toward South America.

No Experimenting

Meat packing in Argentina has been so successful because it was spared the hyphalms which a new industry usually encounters. Profiting by American experience, the plants were established along modern lines without costly experiment.

A market already had been created in Europe for the shipment of frozen meat from the United States. Argentina is now seeking to increase her herds to keep pace with the capacities of the packing houses while Brazil is endeavoring to augment the number of packing houses to handle the plentiful supply of stock. The Brazilian government is giving every encouragement to breeders to improve the stock in the cattle.

Columbia has offered a subsidy of \$100,000 to the first packing house established in that country. Columbia has approximately 1,000,000 head of cattle which can be exported now only on the hoof. American, British and Swedish firms are reported to be investigating the subsidy offer.

been frozen by the freezing spray.

Stays Cool Easy

"And you only get to port long enough to load coal or supplies and then it is off again," continued the lieutenant. "When you sleep it is in a life-belt and then every two hours day and night, there is a call to quarters, ready for action. Often there are other summons in between, especially when another steamer is sighted, or a patrol of destroyers is ordered to deep beside their guns, ready to spring into action and fire at a moment's notice; also a squad of six men are always ready with a depth charge to leave it over the side for a submarine. And all this time we speed up never less than twenty-two knots an hour and the freezing spray, in winter, flying over the ship, makes the head seas. Describes Depth Bombs

"But it is the work of the American destroyers and their depth bombs which have cleared out the submarines. I believe it had not been for our American destroyers over there the submarines would have been a terrible menace to the world today. But those depth bombs have accounted for a lot of those pirates."

"You know what they are, those depth bombs. They are of two sizes and hold from thirty-six to seventy-two pounds of T. N. T., the most powerful explosive in the world. They are in shape like a gigantic olive and on one side is a dial and on top is a float. You set the dial at any depth to 100 feet and then drop the bomb overboard. When she hits the water the bomb sinks quickly and the float plays out a steel chain to the depth for which the dial is set, and when it comes to the end of this chain a trigger is sprung and the bomb explodes."

"You are going at 'attack speed', which is about thirty-six knots an hour, and after you drop that bomb you want to get away from that neighborhood as fast as you can, for the explosion of seventy pounds of T. N. T. will spring the plates of a ship or cave in the sides of anything within 500 feet of the explosion."

"It's an exposed and hard job, over there, but just the same we expect to get back, and I will be glad of it, for there is work to do to conquer the Hun and hasten the end for peace."

Lanquist Returning From War With Twenty-eight Wounds

Honolulu Was Badly Shot Up By Huns At Passchendaele But Is Slowly Recovering — Thought Discharged As Unfit For Service

With more than a score of wounds in his legs and right arm, all received in a terrific battle at Passchendaele last October, W. J. Lanquist, who was formerly with the Audit Company of Hawaii, in this city, is on his way home from Europe, discharged from the British army as unfit for further fighting, after serving two and a half years in the ranks.

Lanquist was in Vancouver, British Columbia, on June 27, when he wrote to Fred Harrison, president of the British Club, announcing that he was making his way back to Hawaii by easy stages, as he was compelled to use crutches. He has been a hospital patient ever since he was wounded by Hun missiles.

He was in the same line with Gideon Potter, the young Pinakoh boy who formerly lived at Moanalua, when a German bomb dropped in front of Potter and practically annihilated the entire section. Fred Gosling, another Honolulu who was with him, escaped and is still fighting "out there," as Lanquist expresses it.

Text of Letter

Lanquist's letter to Mr. Harrison is as follows: "Just a few lines to let you know that I am back in Canada again. I don't remember whether I wrote and told you that I had been wounded or not."

"I was wounded last October at Passchendaele and have been in hospital ever since. Old Fritz gave me somewhere in the neighborhood of twenty-eight wounds, mostly around the legs and right arm, and fixed it so that I have been considered unfit for any further active service. In fact I am still on crutches. I was in hospital at Brighton for four months and four months at Orpington and was then sent back home. I just arrived in Vancouver last week."

"I am sure you have heard that poor Gideon Potter was killed. He was standing about thirty yards away from me at the time when old Fritz dropped a shell just in front of him and got the whole section. Fred Gosling is still out there."

"Say, but old Vancouver looks mighty good after the trenches in France. This war has made me appreciate home and civilization. Since coming back I have been just like a ten year old kid, anxious to try everything."

"After all is said and done I am not sorry that I took the chance. I at least have the consolation that I have done my bit which I would not otherwise have had. Some of the things that I have seen have been funny while others were enough to turn one's blood cold. It is not very nice to see your chums fall but I am sure that I have at least accounted for some of the German rats. I was a lance corporal in charge of a machine gun section all last summer."

"Hoping that everything is running smoothly around old Honolulu town and that it will not be very long before I can get there, I remain, etc."

W. S. S.

EDUCATION OF ALL IS LABOR PARTY'S DEMAND

LONDON, July 4.—(Associated Press.)—Not until the fullest educational opportunities are opened to every child, irrespective of the income or circumstances of its parents, will the British Labor Party be satisfied, said Arthur Henderson, leader of that party, at a conference here the other day. Mr. Henderson added that the labor party welcomed the new educational bill now before parliament as "at least an installment of long overdue reforms."

"The labor party," he went on, "means to break the vicious circle which binds ignorance to poverty and poverty to ignorance. It has demanded that every worker shall be paid a full living wage, and by a living wage, it means one high enough to enable the worker's children to receive as good an education as the children of his employer."

With the arrest of David Kaonohi yesterday, License Inspector Hutton believes that he has bagged the head of the "blind pig" ring in Honolulu. Kaonohi was formerly on the police force and knows all the tricks of the trade and despite numerous attempts on the part of both the police and license officers to land him, he has eluded capture. Hutton will handle this case through the federal court. Attorney William T. Rawlin is representing Kaonohi.

W. S. S.

FORMER POLICEMAN IS ARRESTED BY HUTTON

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W. S. S.

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COMFORT BAG ORDER IS QUICKLY FILLED

More Than Five Thousand For Soldiers In France Prepared In Three Days' Time

Twenty-nine large cases packed with 5,117 comfort bags for soldiers serving overseas have been prepared for shipment by the local branches of the American Red Cross and will be shipped in a few days.

The work of preparing these bags was done within three days after the order was received here from Washington and announced by Miss Beatrice Castle, director of the woman's branch of the society work.

Although only five thousand bags were called for, the enthusiasm of Honolulu women was so great that one hundred and seventy additional bags were made and placed with the others. Each bag contains little comforts for soldiers serving away from their homes, particularly in the trench sections, a little bag of buttons, also pins, shaving soap, safety pins, a knife, toothbrush and twenty-five postal cards.

Although Miss Castle announced that those who could not go to the Red Cross room and assist in working on the bags could donate a dollar to pay for a bag, most of the ladies elected to do the actual handwork. However, some money was received, accompanied by cards of greetings, the latter being placed in bags, and will be found by soldiers perhaps who have barely ever heard of Hawaii before.

Mrs. A. Berg, who was in actual charge of the assembling of the bags, expressed her gratification yesterday at the ready response of the women and the prompt packing of the consignments.

W. S. S.

COLONEL FISHER IS VICTIM OF DAN CUPID

Col. J. H. Fisher, former territorial auditor and Miss Carolyn Bradford of San Francisco were married on the Fourth of July at Wailua, this island, the ceremony being performed by Rev. Father Sebastian Konze, pastor of the Catholic Church of Wailua. Mr. and Mrs. Fisher, following a brief honeymoon stay in Wailua, are making their home at 1305 Lunalilo Street.

It was only yesterday that the marriage of Mr. and Mrs. Fisher became generally known among their friends. On the Fourth Mr. Fisher and Miss Bradford, with some friends, motored to Wailua, "to spend the day in the country," as the bridegroom explained. It was while at Wailua, Mr. Fisher tells his friends, that the idea of getting married entered their heads, but the Fisher friends only smile knowingly.

Mrs. Fisher came to the Islands a short time ago, bringing with her a letter of introduction to Mr. Fisher from the latter's mother and sister in California. They met and cupid did the rest. Mrs. Fisher, who is a native of Cincinnati, was for several years assistant manager of the Hotel Cecil in San Francisco.

W. S. S.

NEW YORK STOCKS

NEW YORK, July 12.—(Associated Press.)—Following are the opening and closing quotations of stocks in the New York market yesterday.

	Open	Close
American Sugar	111	111
American Beet	109 1/2	109 1/2
Alaska Gold	100	100
American Locomotive	100 1/2	100 1/2
American Tel. & Tel.	78 1/2	78 1/2
American Smelter	78 1/2	78 1/2
American Steel Fy.	100 1/2	100 1/2
Atchafalpa	100 1/2	100 1/2
Atchafalpa Copper	100 1/2	100 1/2
Baldwin Locomotive	100 1/2	100 1/2
Bell Telephone	100 1/2	100 1/2
Bethlehem Steel	100 1/2	100 1/2
California Petroleum	100 1/2	100 1/2
Canadian Pacific	100 1/2	100 1/2
C. & M. S. P.	100 1/2	100 1/2
Coca-Cola	100 1/2	100 1/2
Credit Mobilier	100 1/2	100 1/2
Cuba Sugar Cane	100 1/2	100 1/2
Electric Power	100 1/2	100 1/2
General Electric	100 1/2	100 1/2
General Motors (new)	100 1/2	100 1/2
Great Northern	100 1/2	100 1/2
International Nickel	100 1/2	100 1/2
Industrial Alcohol	100 1/2	100 1/2
Kronprinz Copper	100 1/2	100 1/2
Lehigh Valley Railway	100 1/2	100 1/2
New York Central	100 1/2	100 1/2
Pennsylvania	100 1/2	100 1/2
Ray Consolidated	100 1/2	100 1/2
Reading common	100 1/2	100 1/2
Reading preferred	100 1/2	100 1/2
Southern Pacific	100 1/2	100 1/2
Studebaker	100 1/2	100 1/2
Texaco	100 1/2	100 1/2
Union Pacific	100 1/2	100 1/2
United States Steel	100 1/2	100 1/2
Utah	100 1/2	100 1/2
Western Union	100 1/2	100 1/2
Westinghouse	100 1/2	100 1/2

W. S. S.

SAN FRANCISCO QUOTATIONS

SAN FRANCISCO, July 12.—(Associated Press.)—Following are the opening and closing quotations of sugar and other stocks in the San Francisco market yesterday.

	Open	Close
Haw'n Com'l	30 1/2	30 1/2
Hawaiian Sugar Co.	30 1/2	30 1/2
Brooklyn Sugar	30 1/2	30 1/2
Ohio Sugar	30 1/2	30 1/2
Guam Sugar Co.	30 1/2	30 1/2
Panama Sugar Co.	30 1/2	30 1/2
Onawa Sugar Co.	30 1/2	30 1/2
Honolulu Plantation Co.	30 1/2	30 1/2
Bugis Copper Co.	30 1/2	30 1/2

W. S. S.

BANDIT VILLA DIRECTS HARVESTING OF WHEAT

JAUREZ, Mexico, July 11.—(Associated Press.)—Francisco Villa became a haciendero over night and directed the harvesting of a large wheat crop on the Conchos river. Americans arriving here from Chihuahua City reported. As his men were short of food, Villa seized a number of reapers, and